

displaying a graphical indicator of the at least one performance limitation co-located with a display of the at least one aircraft or system parameter.

2. The method of claim 1, wherein the graphical indicator corresponds to a prescription of a checklist generated as a result of the non-normal event.

3. The method of claim 1, wherein displaying the graphical indicator of the at least one performance limitation comprises overlaying the indicator on the display of the at least one aircraft or system parameter.

4. The method of claim 1, further comprising dynamically adapting display of the graphical indicator of the at least one performance limitation as a function of at least one context-specific condition.

5. The method of claim 4, further comprising updating display of the graphical indicator of the at least one performance limitation when the at least one context-specific condition changes.

6. The method of claim 5, wherein the context-specific condition is a flight phase in which the aircraft is currently operating.

7. The method of claim 1, wherein displaying the graphical indicator comprises selecting a symbol for the graphical indicator as a function of at least one of the at least one performance limitation and the at least one aircraft or system parameter.

8. The method of claim 1, wherein displaying the graphical indicator of the least one performance limitation comprises displaying an available range of the at least one aircraft or system parameter in relation to a current value of the at least one aircraft or system parameter.

9. The method of claim 1, further comprising receiving a request to display the at least one performance limitation parameter.

10. The method of claim 9, wherein the request is formulated within a checklist generated as a result of the non-normal event.

11. A system comprising:

a processing unit; and

a memory communicatively coupled to the processing unit and comprising computer-readable program instructions executable by the processing unit for:

acquiring reconfiguration information of an aircraft upon detection of a non-normal event in-flight, the reconfiguration information comprising at least one performance limitation of at least one aircraft or system parameter as a result of the non-normal event; and

displaying a graphical indicator of the at least one performance limitation co-located with a display of the at least one aircraft or system parameter.

12. The system of claim 11, wherein the graphical indicator corresponds to a prescription of a checklist generated as a result of the non-normal event.

13. The system of claim 11, wherein displaying the graphical indicator of the at least one performance limitation

comprises overlaying the graphical indicator on the display of the at least one aircraft or system parameter.

14. The system of claim 11, wherein the computer-readable program instructions are further executable for dynamically adapting display of the graphical indicator of the at least one performance limitation as a function of at least one context-specific condition.

15. The system of claim 14, wherein the computer-readable program instructions are further executable for updating the graphical indicator of the at least one performance limitation when the at least one context-specific condition changes.

16. The system of claim 15, wherein the context-specific condition is a flight phase in which the aircraft is currently operating.

17. The system of claim 11, wherein displaying the graphical indicator comprises selecting a symbol for the graphical indicator as a function of at least one of the at least one performance limitation and the at least one aircraft or system parameter.

18. The system of claim 11, wherein displaying the graphical indicator of the least one performance limitation comprises displaying an available range of the at least one aircraft or system parameter in relation to a current value of the at least one aircraft or system parameter.

19. The system of claim 11, wherein the computer-readable program instructions are further executable for receiving a request to display the at least one performance limitation parameter.

20. The system of claim 19, wherein the request is formulated within a checklist generated as a result of the non-normal event.

21. A graphical user interface of an aircraft comprising:

a graphical display of at least one aircraft or system parameter; and

a graphical indicator of at least one performance limitation co-located with a display of the at least one aircraft or system parameter, the at least one performance limitation resulting from a reconfiguration of the aircraft upon detection of a non-normal event in-flight.

22. The graphical user interface of claim 21, wherein the graphical indicator corresponds to a prescription of a checklist generated as a result of the non-normal event.

23. The graphical user interface of claim 21, wherein the graphical indicator is overlaid with the graphical display of the at least one aircraft or system parameter.

24. The graphical user interface of claim 21, wherein the graphical indicator comprises a symbol associated with at least one of the at least one performance limitation and the at least one aircraft or system parameter.

25. The graphical user interface of claim 21, wherein the graphical indicator comprises an available range of the at least one aircraft or system parameter in relation to a current value of the at least one aircraft or system parameter.

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